Table 22. PAD District 5 - Year-to-Date Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, January-July 2017 (Thousand Barrels)

	Supply						Disposition				
Commodity	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) ¹	Net Receipts ²	Adjust- ments ³	Stock Change ⁴	Refinery and Blender Net Inputs	Exports	Products Supplied ⁵	Ending Stocks
Crude Oil	210,025			247,727	30,186	20,072	-985	505,162	3,833	0	50,720
Hydrocarbon Gas Liquids	14,119	-93	13,837	6,934	5,344		864	17,751	9,185	12,341	5,262
Natural Gas Liquids	14,119	-93	11,871	6,934	5,344		715	17,751	9,185	10,524	_
Ethane			_	_	_		_		0	13	_
Propane			7,973	5,896	2,172		127		6,497	11,661	_
Normal Butane			3,224	948	2,255		581	6,394	2,585	-968	-
Isobutane			674	90	917		-1	5,417	0	-815	_
Natural Gasoline		-93		_	-		8	5,940	102	634	_
Refinery Olefins			1,966	-	_		149			1,817	_
Ethylene			1 014	_	_		_			- 4 040	_
Propylene			1,814	_	_		147			1,812	_
Butylene			152	_	_		147 0			5	_
Isobutylene			-	_	_						_
Other Liquids		5,781		33,708	68,749	-8,207	-468	94,861	4,487	1,151	49,270
Other Hydrocarbons		5,781		3,727	34,227	3,443	-655	46,228	1,605	0	3,395
Hydrogen				_	_	7,861		7,861	_	0	
Oxygenates (excluding Fuel Ethanol)		_		_	_	12	_	_	12	0	_
Renewable Fuels (including Fuel Ethanol)		5,781		3,727	34,227	-4,430	-655	38,367	1,593	0	3,395
Fuel Ethanol		4,101		718	31,789	-1,590	-67	33,637	1,448	0	2,406
Renewable Fuels Except Fuel Ethanol		1,680		3,009	2,439	-2,841	-588	4,730	145	0	989
Other Hydrocarbons				_	-	_	_	-	_	-	-
Unfinished Oils				22,148	-		2,090	17,831	1,076	1,151	20,662
Motor Gasoline Blend.Comp. (MGBC)		_		7,833	34,522	-11,650	-1,903	30,802	1,806	0	25,213
Reformulated		_		268	16,954	165	-1,758	19,140	5	0	12,566
Conventional				7,565	17,568 –	-11,815 	-145 —	11,662	1,801 –	0 –	12,647
Finished Petroleum Products		_	643.746	34,194	13,804	15,451	-141		71,625	635,711	32,553
Finished Motor Gasoline		_	340,742	955	2,162	13,240	-92		9,809	347,382	2,067
Reformulated		_	238,945	_	2,102	72	3		- 0,000	239,014	19
Conventional		_	101,797	955	2,162	13,167	-95		9,809	108,368	2,048
Finished Aviation Gasoline			101	9	140		-1		-	251	192
Kerosene-Type Jet Fuel			95,113	19,361	1,888		-207		6,321	110,248	8,996
Kerosene			78	55	_		-38		22	149	9
Distillate Fuel Oil			114,137	2,517	7,157	2,212	-393		21,639	104,777	12,442
15 ppm sulfur and under			109,011	2,422	7,157	2,212	-573		13,715	107,660	11,277
Greater than 15 ppm to 500 ppm sulfur			2,067	-	-		-5		1,482	590	262
Greater than 500 ppm sulfur			3,059	95	_		185		6,442	-3,473	903
Residual Fuel Oil ⁶			24,264	9,364	_		62		4,284	29,282	4,540
Less than 0.31 percent sulfur			37	_	_		21		NA	NA	155
0.31 to 1.00 percent sulfur			4,277	674	-		-325		NA	NA	524
Greater than 1.00 percent sulfur			19,950	8,690	-		366		NA	NA	3,855
Petrochemical Feedstocks			22	267	_		4			285	5
Naphtha for Petro. Feed. Use			22	235	-		4			253	5
Other Oils for Petro. Feed. Use			-	32	_		-			32	-
Special Naphthas			202	45	- 011		14		1 660	233	43
Lubricants			3,791	484 222	-211		234		1,660 43	2,170 179	832
Petroleum Coke			31,890	211	356		316		27,619	4,522	1,529
Marketable			24,744	211	356		316		27,619	-2,624	1,529
Catalyst			7,146						21,019	7,146	1,529
Asphalt and Road Oil			5,140	703	2,312		-88		225	8,020	1,773
Still Gas			25,402							25,402	1,775
Miscellaneous Products			2,862	1	-		48		2	2,813	125
Total	224,144	5,688	657,583	322,563	118,084	27,316	-730	617,774	89,129	649,204	137,805

^{-- =} Not Applicable.

⁼ No Data Reported.

NA = Not Available.

¹ Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

² A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes).

³ Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January
 2005 (see explanatory notes).
 Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus

adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

6 Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks.

O Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change.
Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-816, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on Form EIA-914, "Monthly Crude Oil, Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the U.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other